BookletChart™

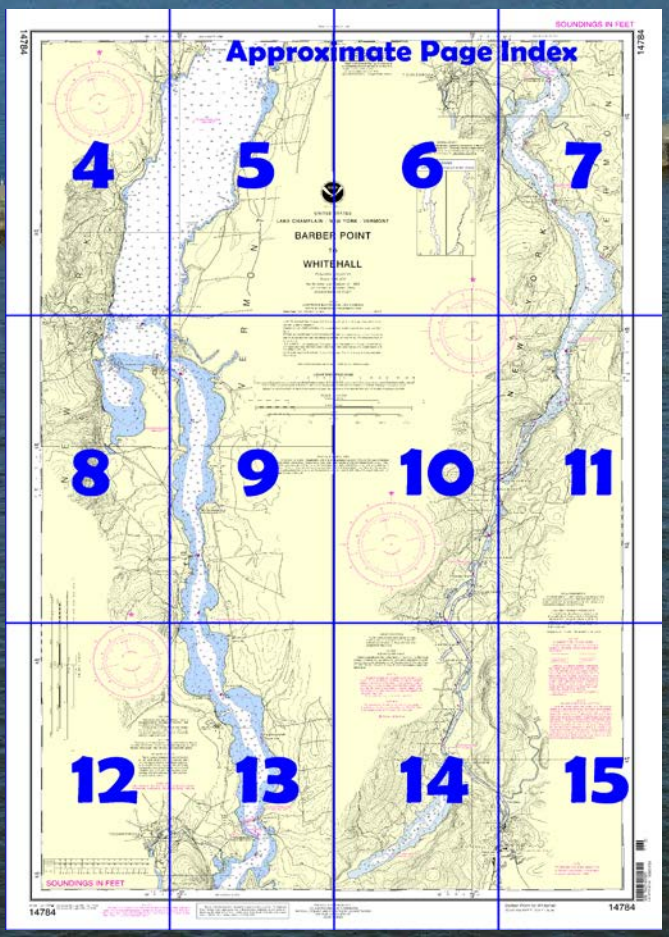
Barber Point to Whitehall

NOAA Chart 14784

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=14784

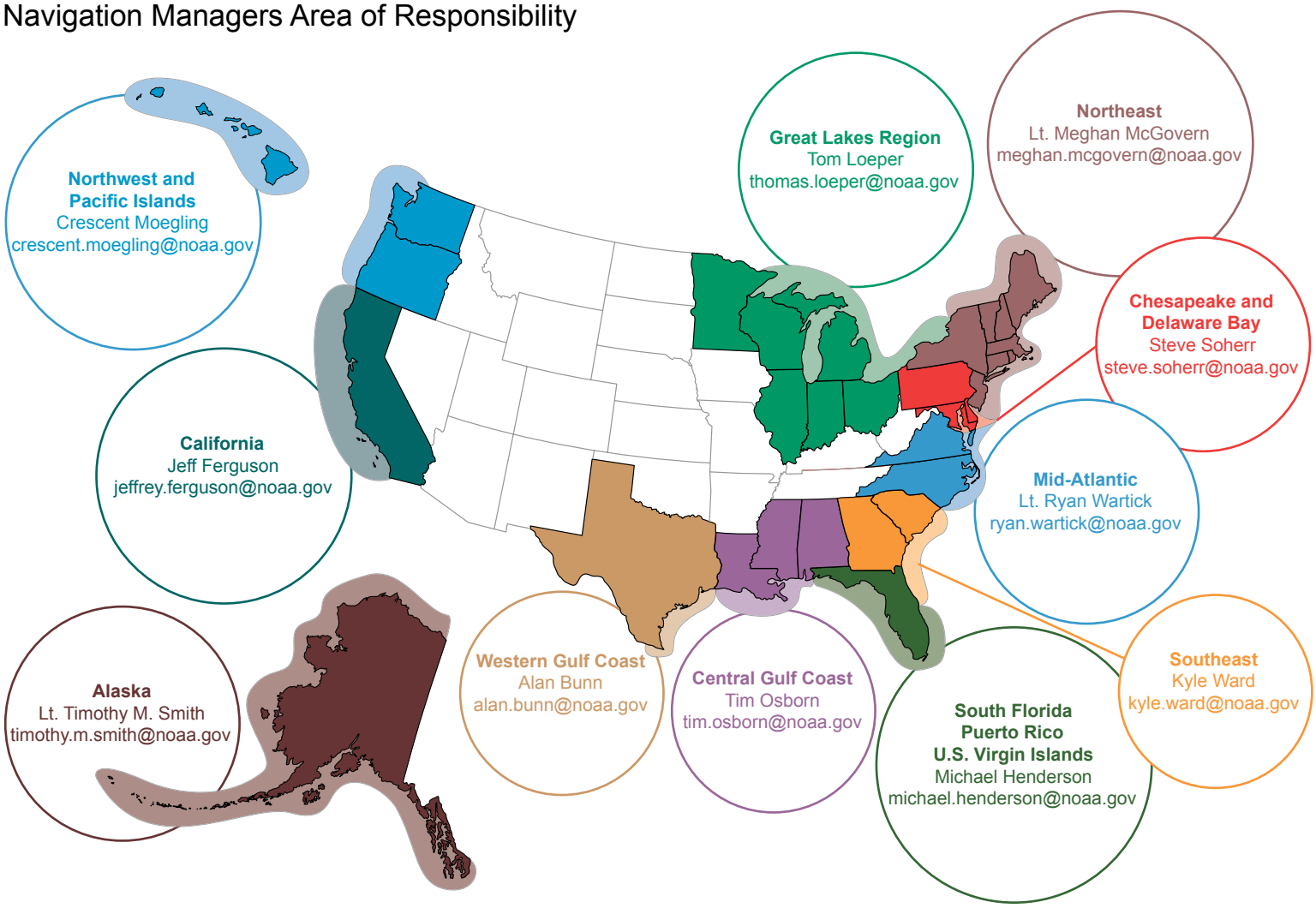
(Selected Excerpts from Coast Pilot)
Lake Champlain extends from the lower end of Champlain Canal at Whitehall, NY, north for about 112 miles to the International boundary at Rouses Point, NY. The north end of the lake outlets north through Riviere Richelieu and Canal de Chambly to the St. Lawrence River.
The principal ports on the lake are Port Henry, NY, at the south end, Burlington, VT, and Plattsburgh, NY, near midlake, and Rouses Point, NY, at the north end. The lake is used extensively by pleasure craft, and marinas are found on both sides throughout its length.

A **special anchorage** is on the west side of the lake in **Deep Bay.** (See **33 CFR 110.1 and 110.8(i),** chapter 2, for limits and regulations.)
Channels.–The south 37 miles of Lake Champlain, from Whitehall north to **Crown Point** (44°01.8'N., 73°25.8'W.), is a narrow arm. The south 13 miles of this arm, from Whitehall north to **Benson Landing,** is filled with a marshy flat traversed by a narrow channel of open water. A Federal project provides for a 12-foot channel through this reach. In September 2008, the controlling depths in the channel were 2 feet (7½ feet at midchannel) to Benson Landing. Above Benson Landing, natural deep water is available to Crown Point. The entire narrows, from Whitehall to Crown Point is well marked by lights and buoys.
North from Crown Point for about 75 miles to Rouses Point, Lake Champlain is deep and wide. Prominent points and shoals throughout the lake are marked by lights and buoys.
Following is a description of the principal ports and tributaries of Lake Champlain.
Poultney River, not navigable, flows into the E side of Lake Champlain about 1 mile north of Whitehall. The **State boundary** between New York and Vermont follows Lake Champlain from the mouth of Poultney River North to the International boundary.
Marinas in the stretch from Whitehall to Port Henry are at **Chipman Point** 19 miles north of Whitehall, 1.5 miles north of Chipman Point, and at the mouth of **Hospital Creek** opposite Port Henry. The usual services and travelifts to 20 tons are available.
La Chute is a creek that flows into the west side of the lake about 22 miles north of Whitehall. The approach to the creek is very shoal and weedy and is not recommended for other than small outboards, which can navigate the creek for 1 mile during high stages. **Fort Ticonderoga,** on the point east of the creek mouth, is prominent from the lake.
Cable ferry.–Fort Ticonderoga Ferry crosses the lake about 1.7 miles above La Chute. The ferry barge is towed by a tug and guided across the lake by two cables which are fixed on either shore. Passing through guides and carrier wheels on the ferry, the cables are dropped to the bottom astern and picked up ahead. The cables reach the bottom about 400 feet from either end of the ferry thus allowing vessels to pass by the moving ferry. The tug and barge are marked by lights, and signs on both and along the shore warn vessels of the presence of the ferry and the cables. **Extreme caution is advised when passing the cable ferry. The ferry should never be passed close-by.**
A **special anchorage** is on the west side of the lake just south of the ferry crossing. (See **33 CFR 110.1 and 110.8(a),** chapter 2, for limits and regulations.)
Port Henry, NY, is on the west side of Lake Champlain at the south end of the wide section, about 39 miles north of Whitehall.
Channels.–A dredged basin along the harbor front is entered from south. The east side of the entrance is marked by a buoy that marks the south end of the shoals that border the east side of the basin. At the north end of the harbor, a 500-foot pier of the New York State Canal System extends southeast from shore and is marked at the outer end by a private light. The pier also serves as a breakwater to protect the harbor from north. A State-dredged channel leads from deep water west to the terminal. In 1967, the maximum depth available in the harbor basin and barge canal terminal channel was 12 feet.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Cleveland	Commander 9th CG District Cleveland, OH	(216) 902-6117

Navigation Managers Area of Responsibility

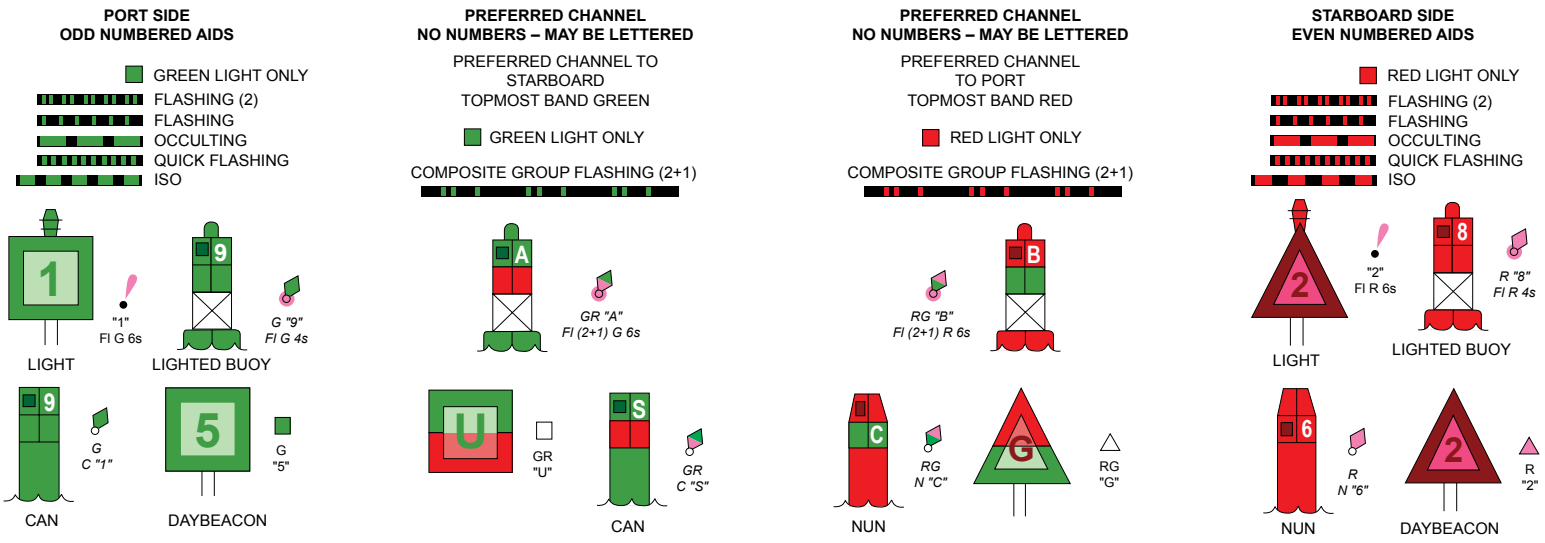


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

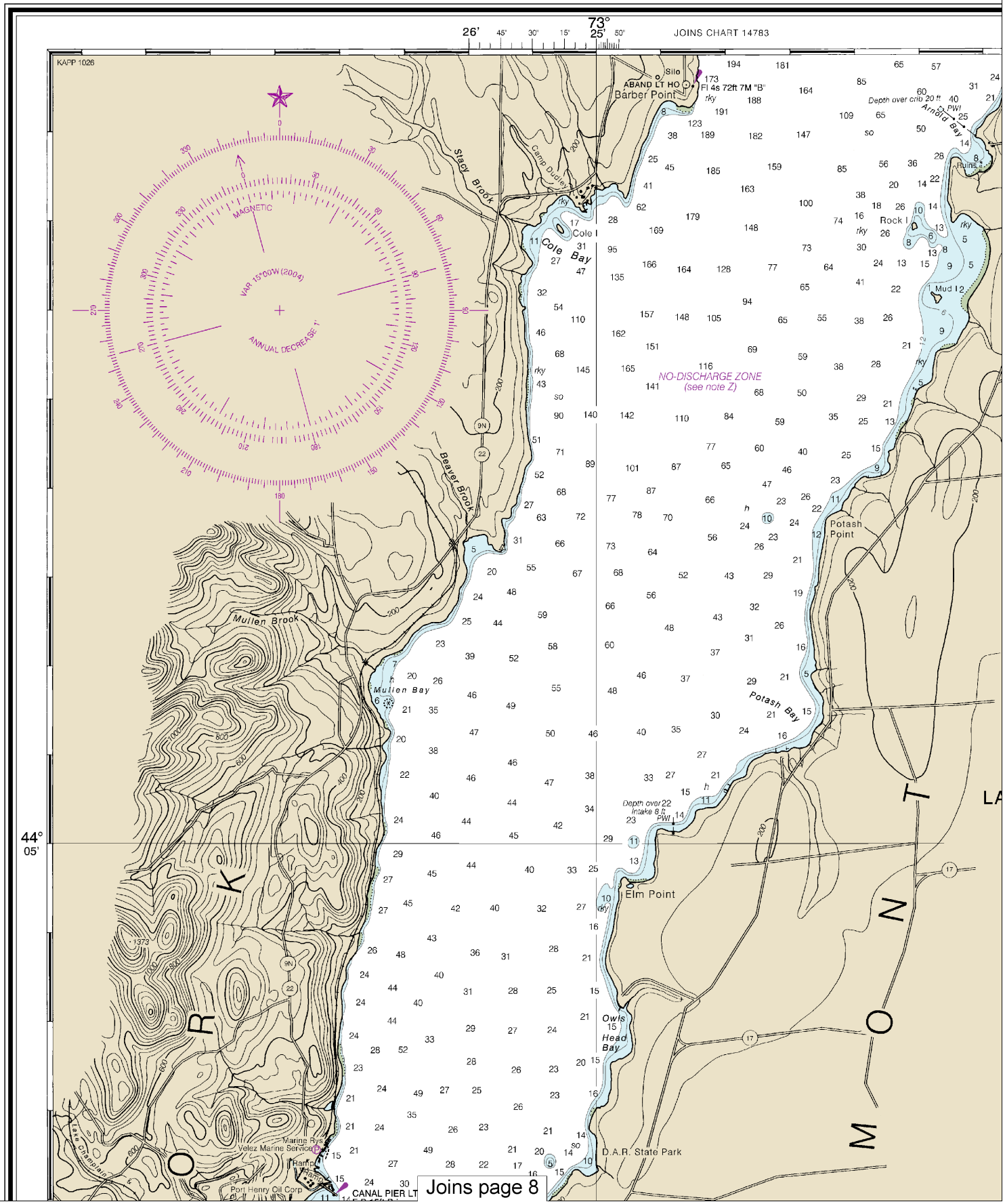
To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Formerly LS-174, 1st Ed., Dec., 1880

KAPP 1027

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

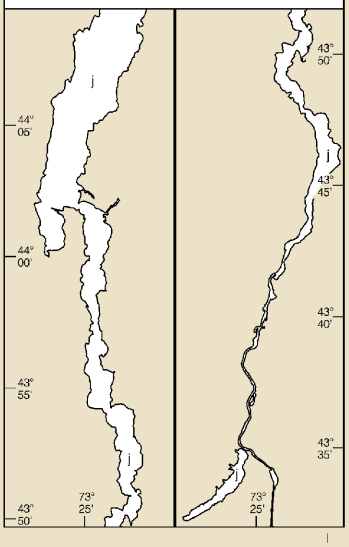
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

SOURCE DIAGRAM

Most of the hydrography identified by the letter "j" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

j Pre-1974 Lake Survey Surveys partial bottom coverage



NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES

LAKE CHAMPLAIN - NEW YORK - VERMONT

BARBER POINT

TO

WHITEHALL

Polyconic Projection
Scale 1:40,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

NOTES

COMPARATIVE ELEVATIONS ON LAKE CHAMPLAIN
Referred to National Geodetic Vertical Datum of 1929.
Mean stage 1900-1989, both inclusive.....95.8 ft.
PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....93.0 ft.

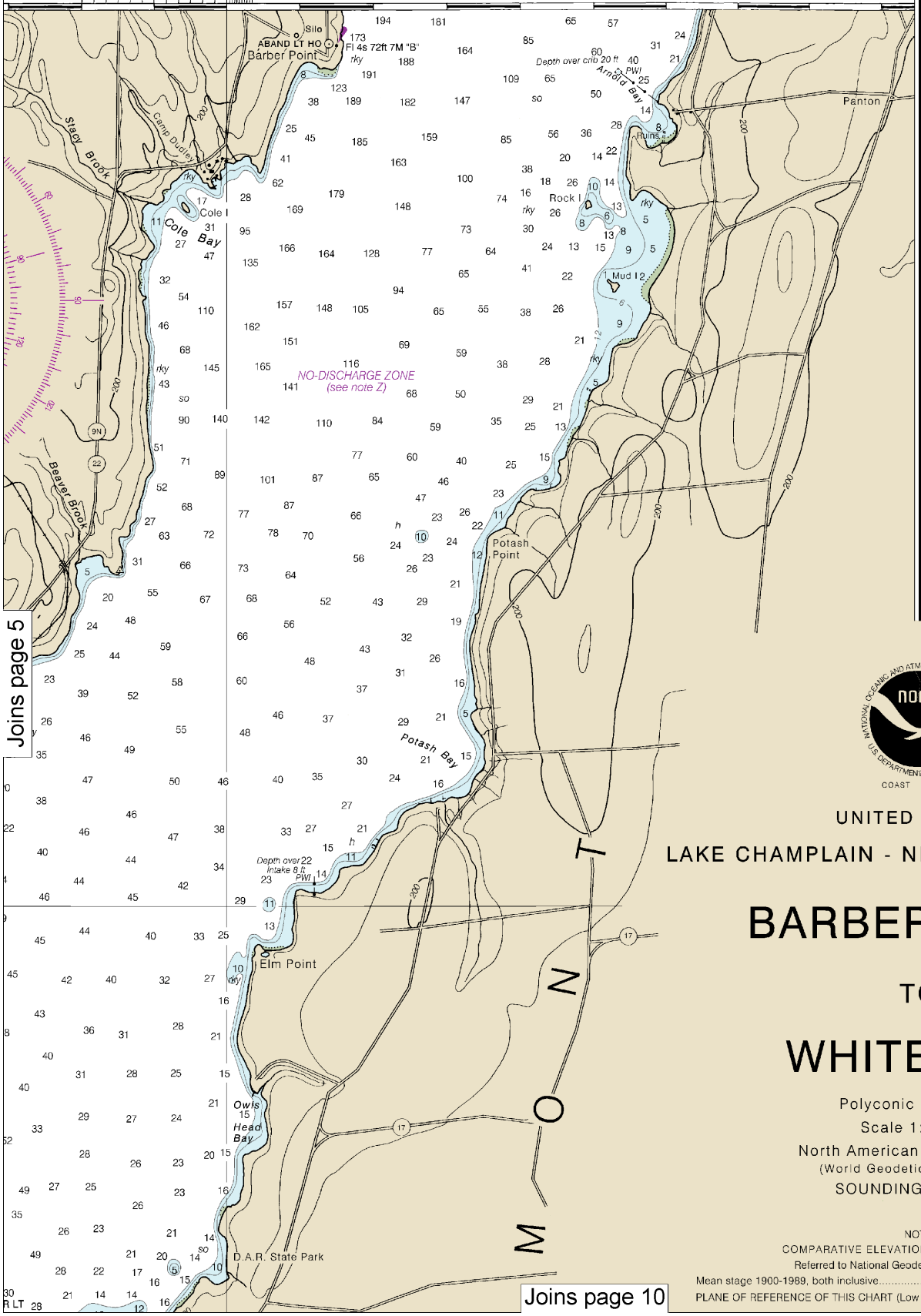
Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

Formerly LS-174, 1st Ed., Dec., 1880

JOINS CHART 14783



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COAST SURVEY

UNITED STATES

LAKE CHAMPLAIN - NEW YORK - VERMONT

BARBER POINT

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PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....93.0 ft.

Note: Chart grid lines are aligned with true north.

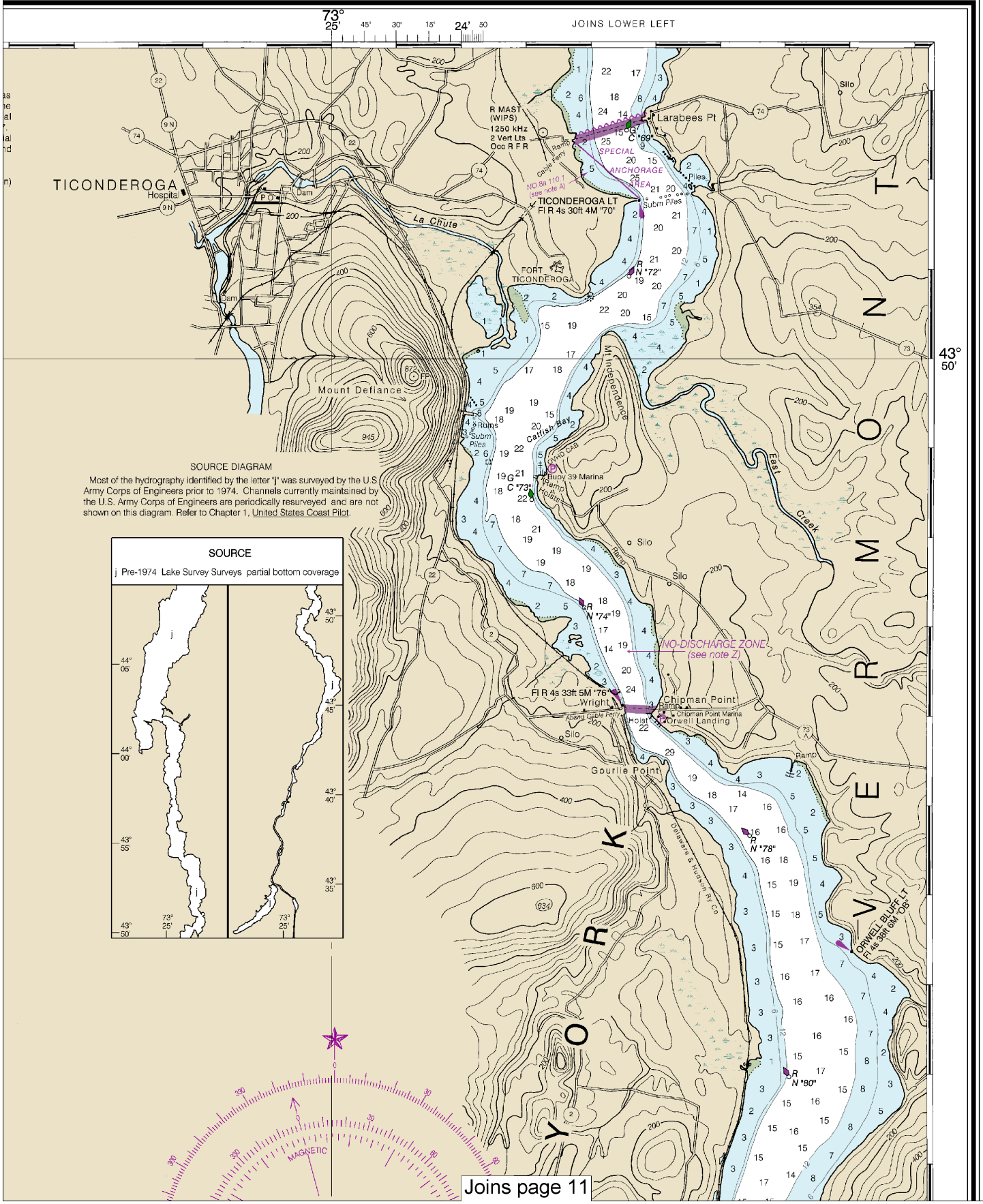
Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles
1 ½ 0 1 2 3

Yards
1000 0 1000 2000 3000 4000 5000

See Note on page 5.



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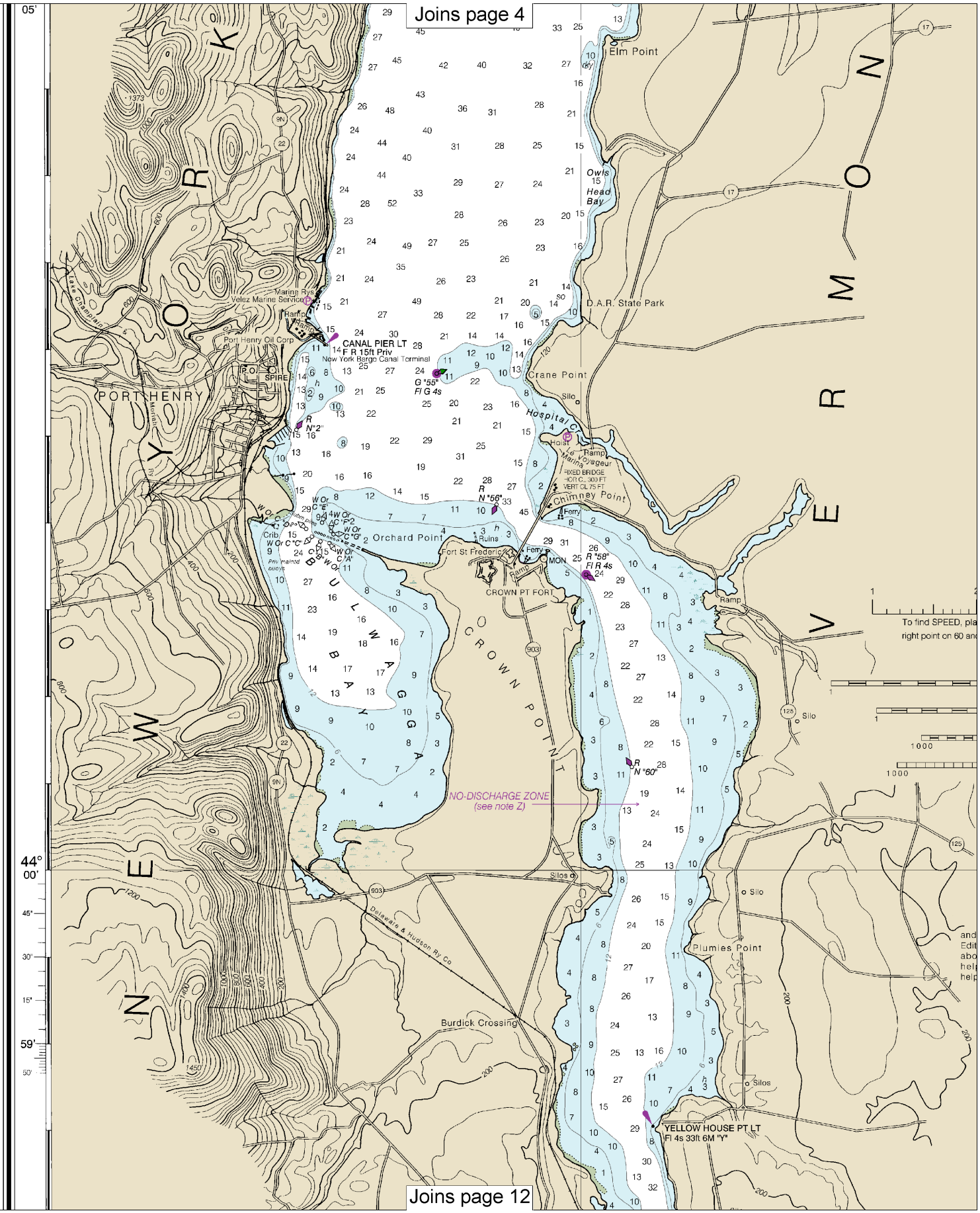
Joins page 11



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles

1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.

BARBER POINT

TO

WHITEHALL

Polyconic Projection
Scale 1:40,000
North American Datum of 1983
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SOUNDINGS IN FEET

NOTES

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PLANE OF REFERENCE OF THIS CHART (Low Water Datum).....93.0 ft.

AIDS TO NAVIGATION. Consult U.S. Coast Guard LIght List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and Topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

SUPPLEMENTAL INFORMATION. Consult U.S. Coast Pilot 6 for important supplemental information.

Additional information can be obtained at nauticalcharts.noaa.gov.

LOGARITHMIC SPEED SCALE

2 3 4 5 6 7 8 9 10 15 20 25 30 40 50 60

lace one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place nd left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

SCALE 1:40,000

Nautical Miles
0 1 2 3

Statute Miles
0 1 2 3

Yards
0 1000 2000 3000 4000 5000

Meters
0 1000 2000 3000 4000 5000

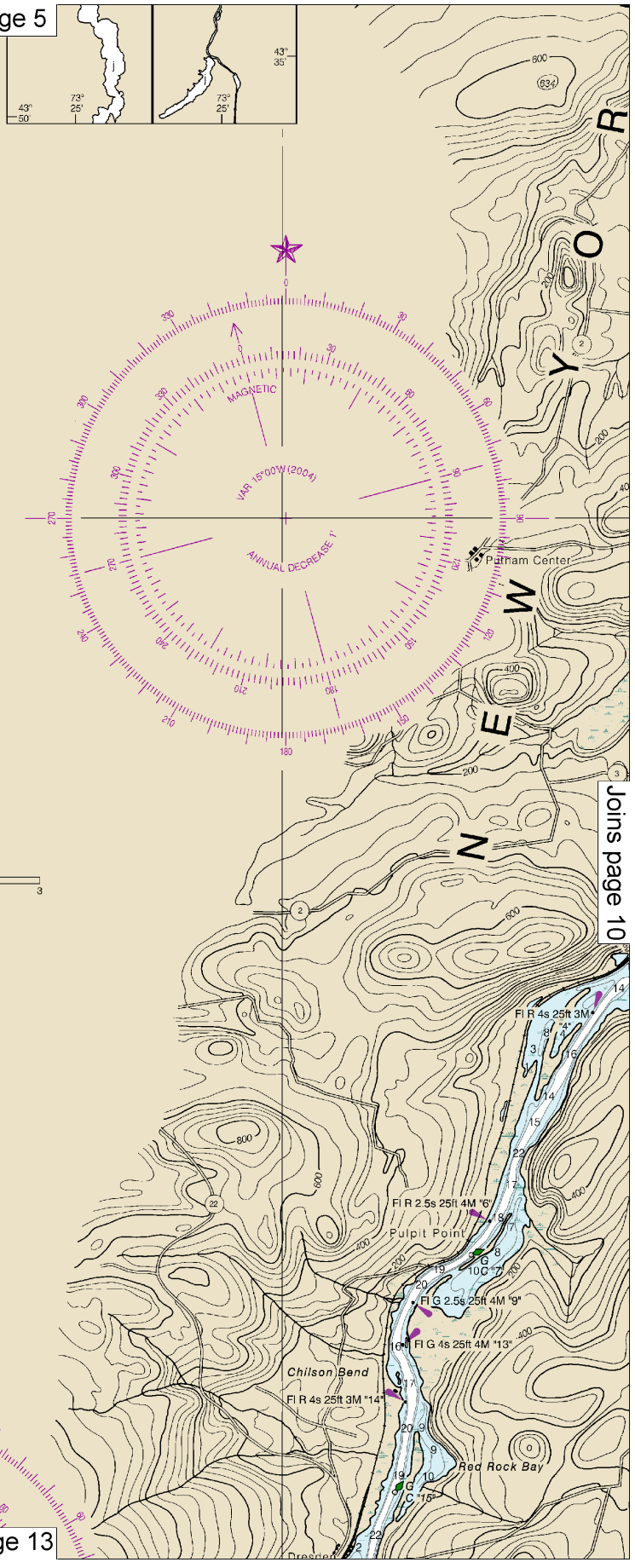
PRINT-ON-DEMAND CHARTS

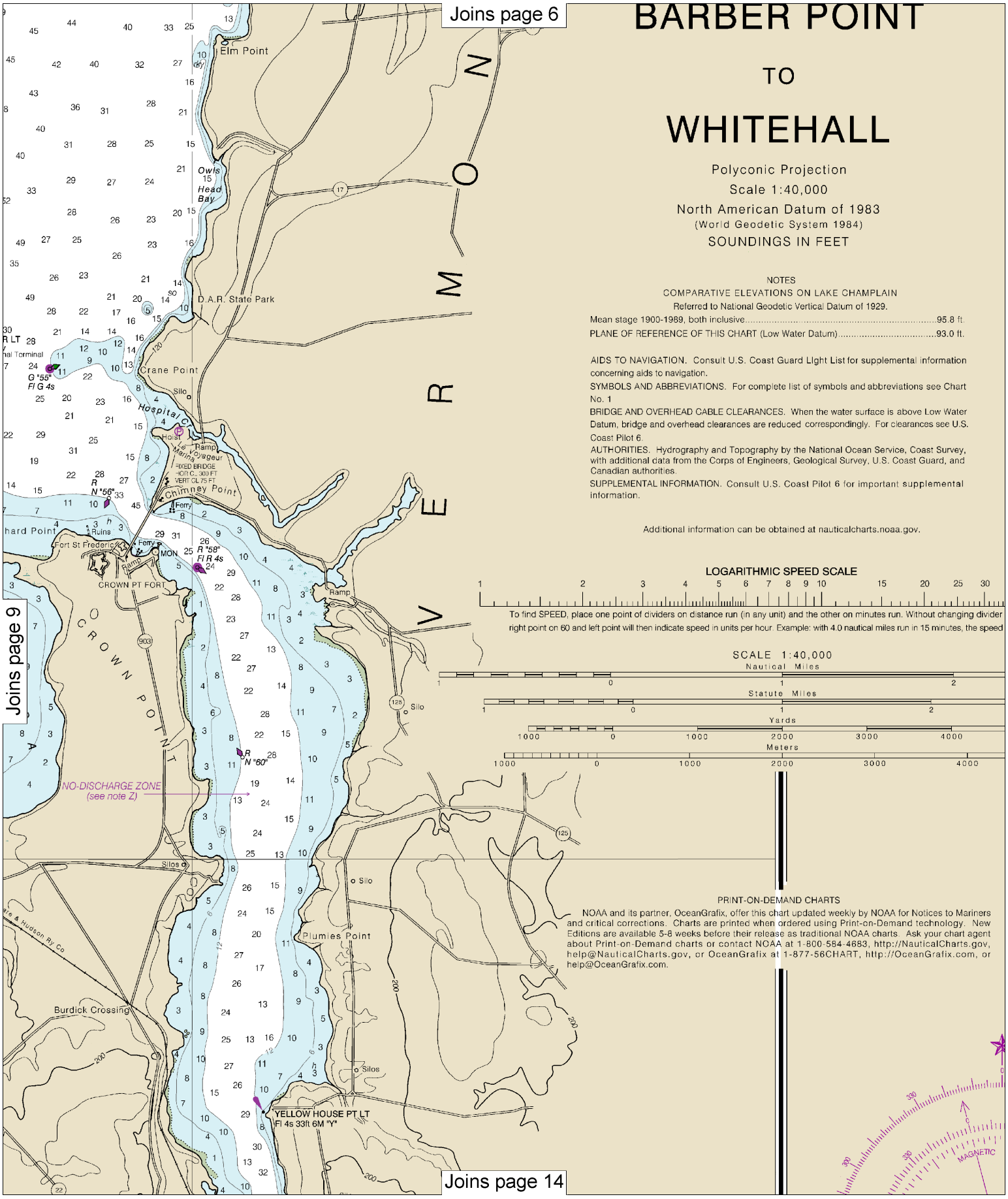
NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners nd critical corrections. Charts are printed when ordered using Print-on-Demand technology. New ditions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent bout Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, elp@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or elp@OceanGrafix.com.

Joins page 5

Joins page 10

Joins page 13





BARBER POINT

TO

WHITEHALL

Polyconic Projection

Scale 1:40,000

North American Datum of 1983

(World Geodetic System 1984)

SOUNDINGS IN FEET

NOTES

COMPARATIVE ELEVATIONS ON LAKE CHAMPLAIN

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LOGARITHMIC SPEED SCALE

1 2 3 4 5 6 7 8 9 10 15 20 25 30

To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed

SCALE 1:40,000

Nautical Miles

1 0 1 2

Statute Miles

1 0 1 2

Yards

1000 0 1000 2000 3000 4000

Meters

1000 0 1000 2000 3000 4000

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MAGNETIC

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

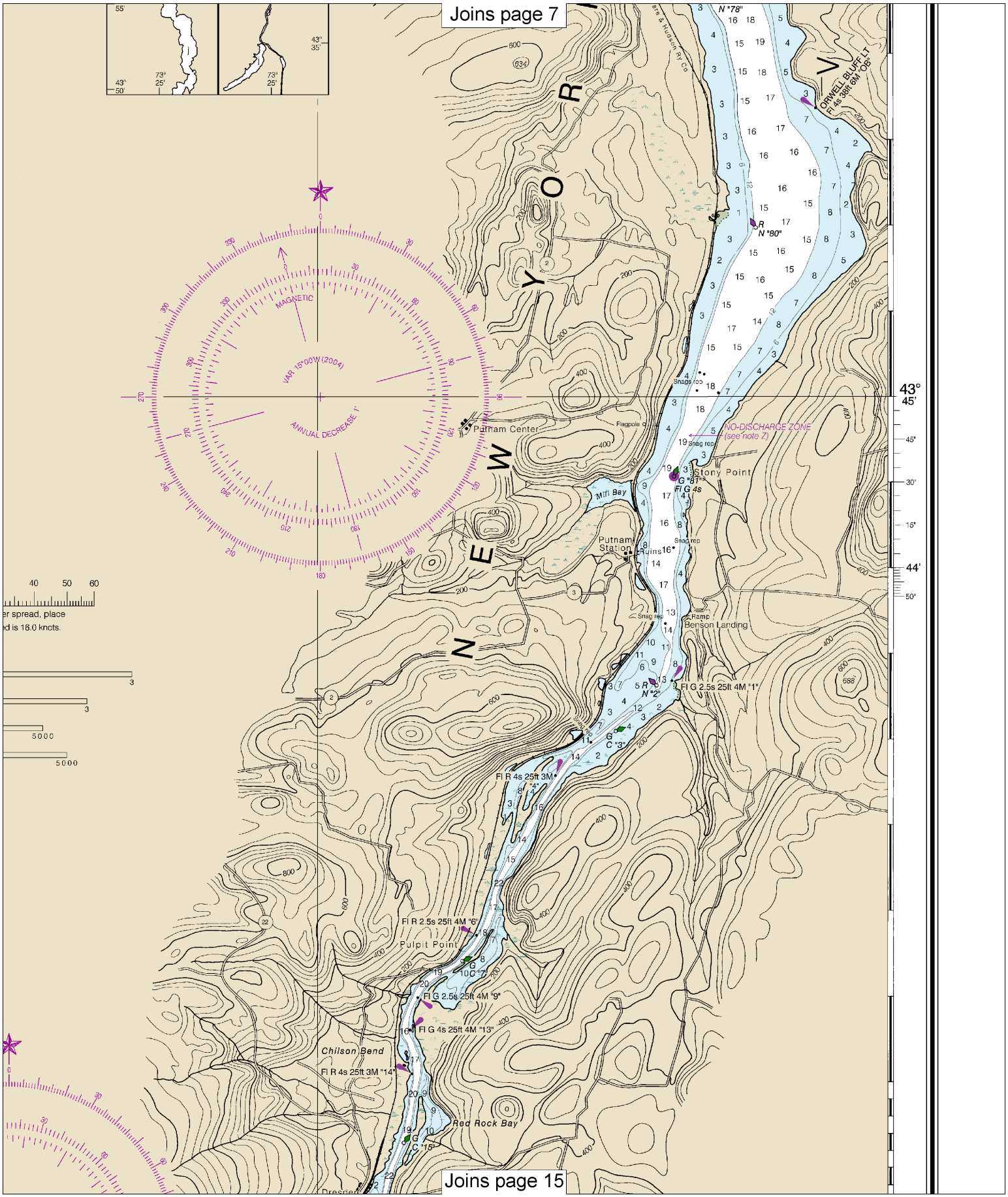
Nautical Miles

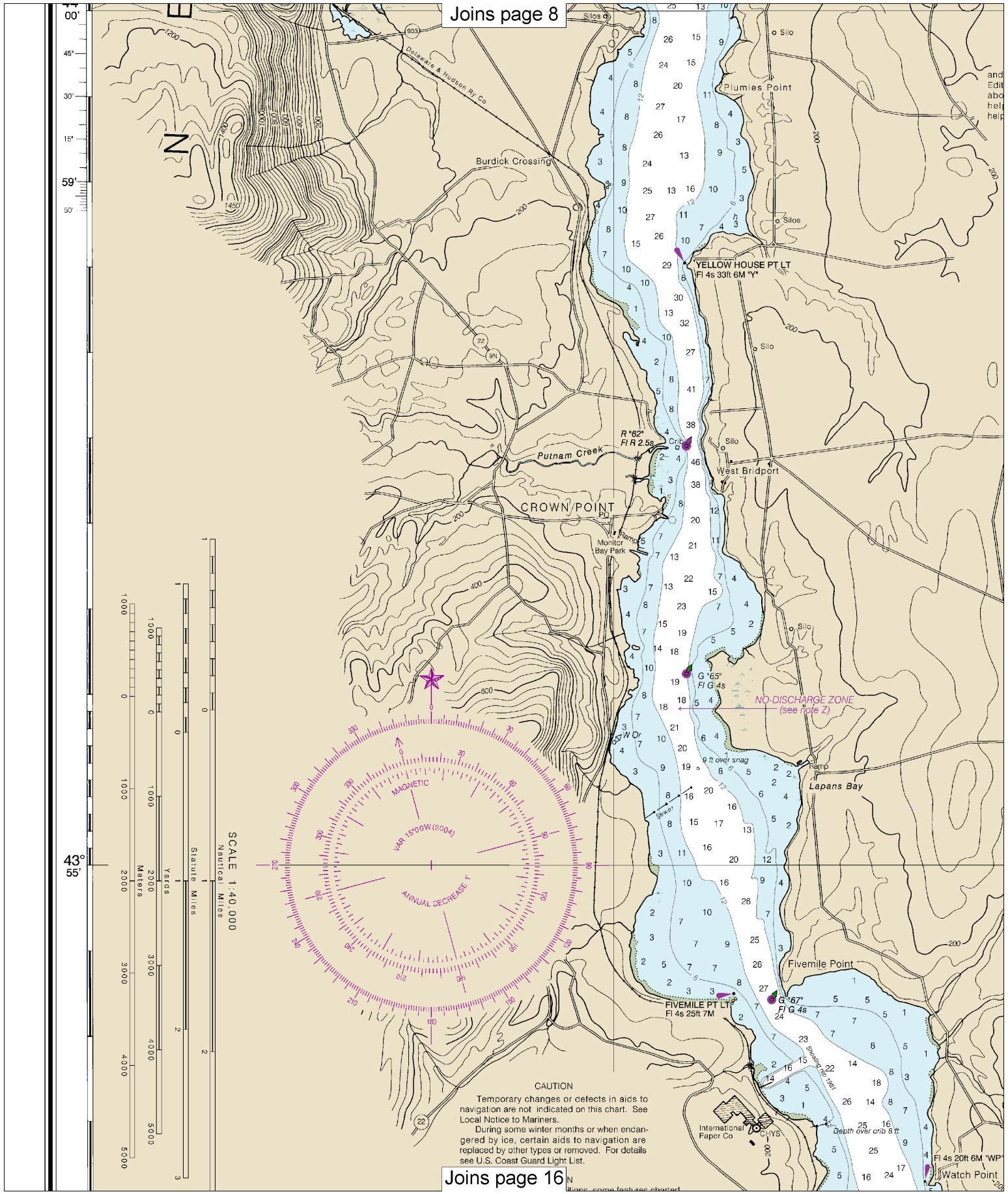
1 ½ 0 1 2 3

Yards

1000 0 1000 2000 3000 4000 5000

See Note on page 5.


Joins page 7
HUDSON RIVER
Putnam Center
Flagpole
NO-DISCHARGE ZONE
(see note 7)
Stony Point
Mill Bay
Putnam Station
Ruins
Ramp
Benson Landing
Fl G 2.5s 25ft 4M "1"
Fl R 4s 25ft 3M "4"
Fl R 2.5s 25ft 4M "6"
Pulpit Point
Fl G 2.5s 25ft 4M "9"
Fl G 4s 25ft 4M "13"
Chilson Bend
Fl R 4s 25ft 3M "14"
Red Rock Bay
ORWELL BLUFF LT
Fl 4s 38ft 6M "OB"
MAGNETIC
VAR 15°00'W (2004)
ANNUAL DECREASE 1°
Joins page 15



12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.

Joins page 9

PRINT-ON-DEMAND CHARTS

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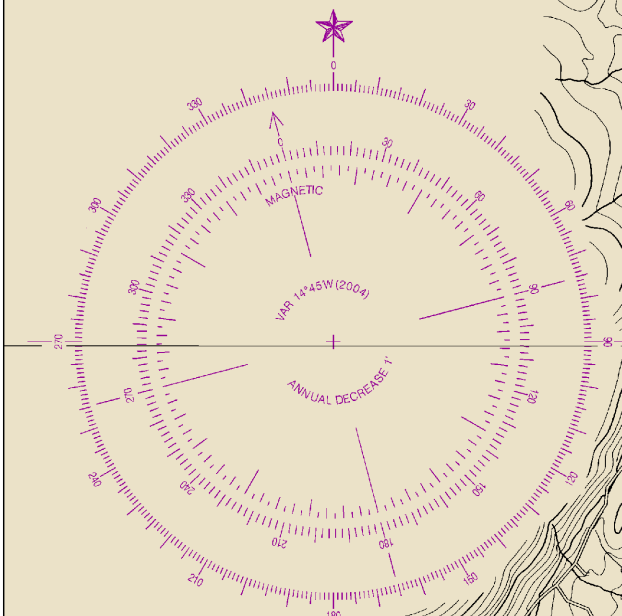


Fl R 2.5s 25ft 4M "6"
Pulpit Point
G "10"
Fl G 2.5s 25ft 4M "9"
Fl G 4s 25ft 4M "13"
Chilson Bend
Fl R 4s 25ft 3M "14"
Red Rock Bay
C "16"
Dresden
Cold Spring
R "16"
Fl R 2.5s
The Narrows of Dresden
NO DISCHARGE ZONE
(see note Z)
C "17"
Fl R 4s 25ft 4M "18"
R "20"
Ottenburgh's Ramp
Fl G 2.5s 25ft 4M "21"
Maple Bend
Fl R 2.5s 25ft 4M "22"
Chubbs Dock
Fl R 4s 25ft 3M "24"
Fl R 2.5s 25ft 4M "26"
C "27"
Fl R 4s 25ft 3M "28"
Fl R 2.5s 25ft 4M "30"
River
Poultney

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Boston, Mass., or at the Office of the District Engineer, Corps of Engineers in New York, New York.

Refer to charted regulation section numbers.

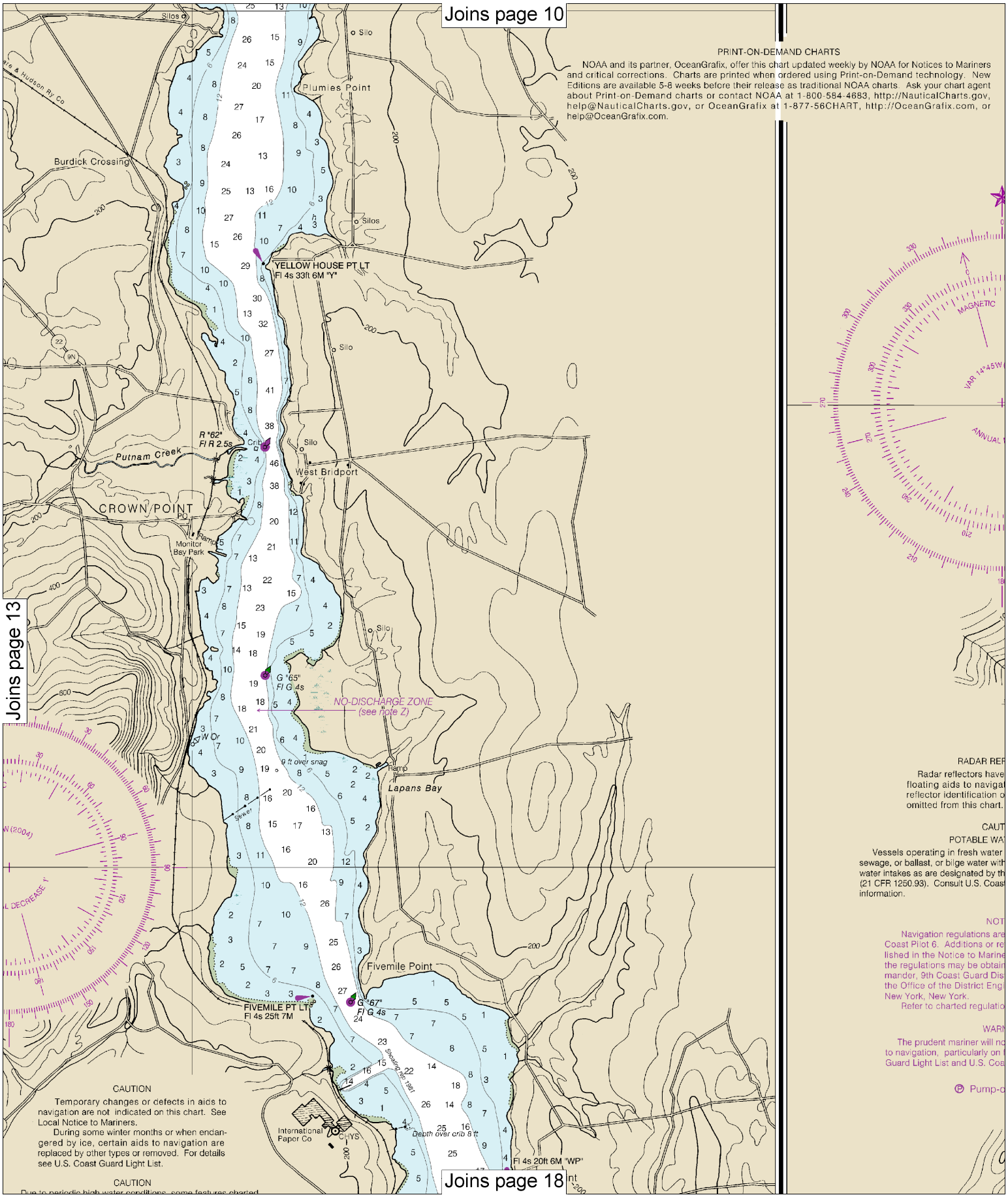
WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

Ⓟ Pump-out facilities

Joins page 14

Joins page 17



14

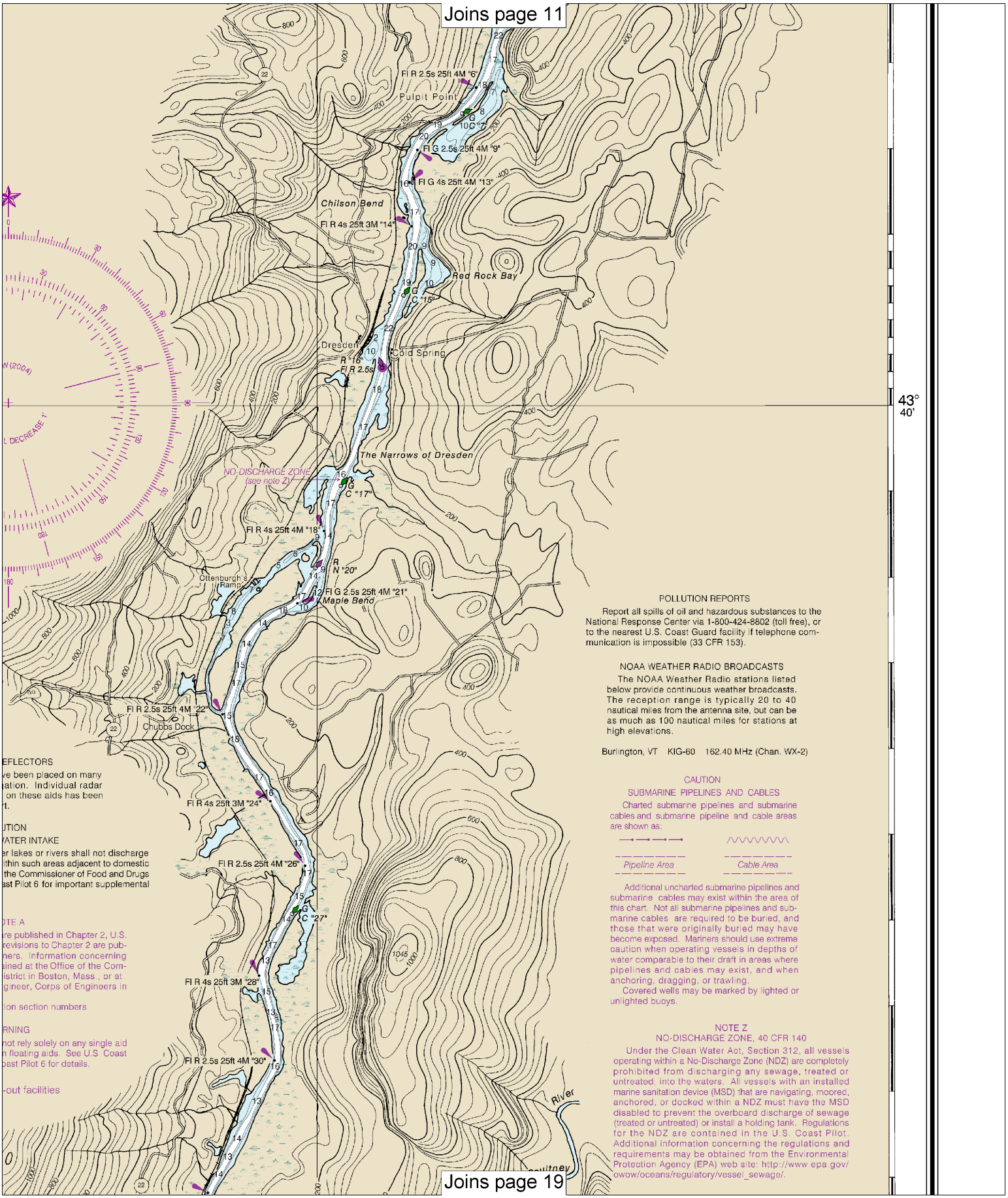
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~

Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



EFLECTORS
ve been placed on many
ation. Individual radar
on these aids has been
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UTION
VATER INTAKE
er lakes or rivers shall not discharge
ithin such areas adjacent to domestic
the Commissioner of Food and Drugs
ast Pilot 6 for important supplemental

OTE A
re published in Chapter 2, U.S.
revisions to Chapter 2 are pub-
ners. Information concerning
ained at the Office of the Com-
istrict in Boston, Mass., or at
gineer, Corps of Engineers in

ion section numbers.

RNING
not rely solely on any single aid
n floating aids. See U.S. Coast
oast Pilot 6 for details.

-out facilities

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Burlington, VT KIG-60 162.40 MHz (Chan. WX-2)

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area

Cable Area

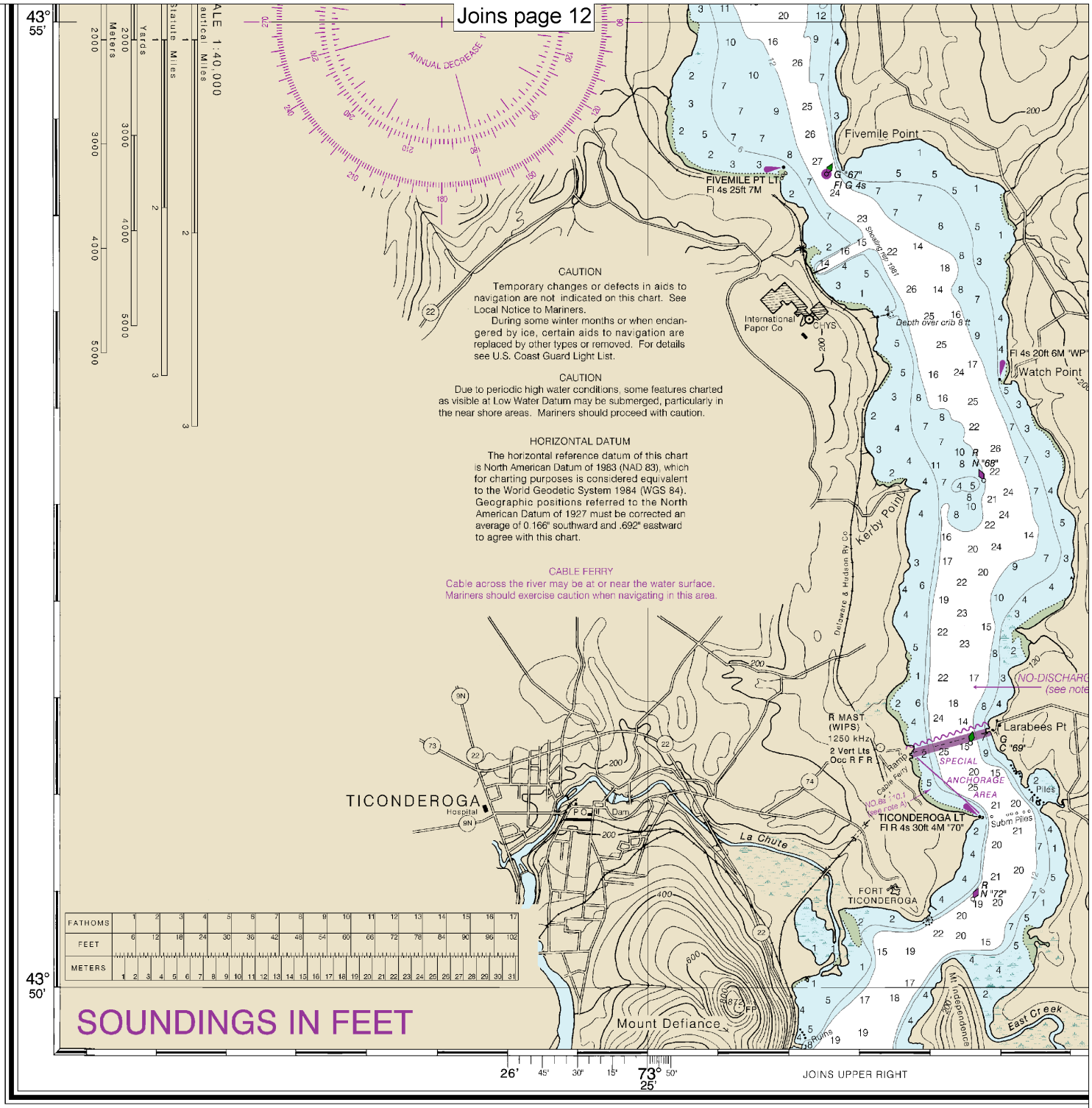
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.



14784

CAUTION

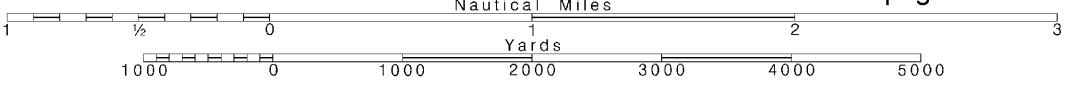
This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The Nati Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief, Marine Chart Division (N/CS2), National Oc Service, NOAA, Silver Spring, Maryland 20910-3282.

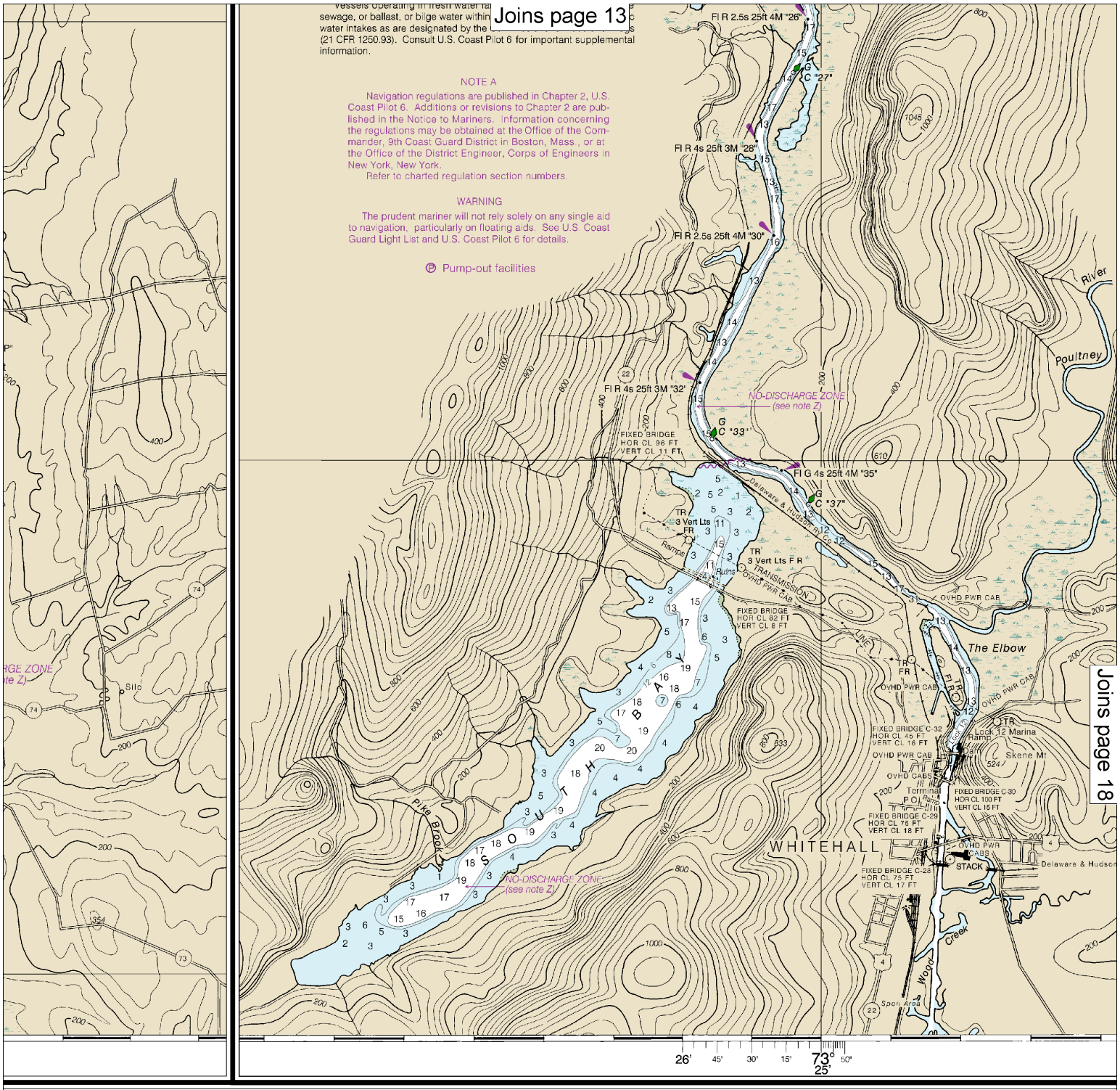
20th Ed., Jul. 2004. Last Correction: 12/2/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:40,000~~



See Note on page 5.



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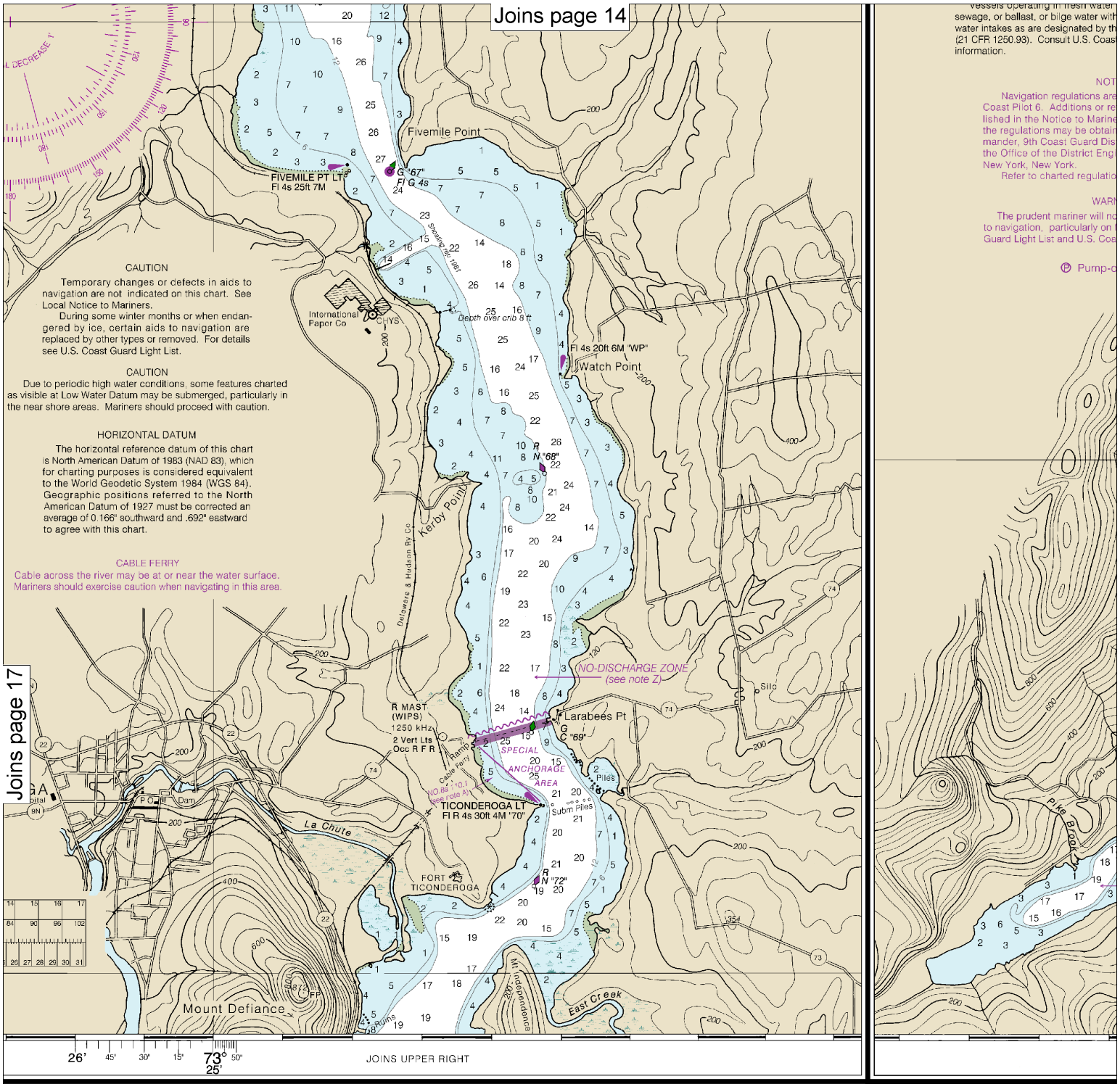
COAST SURVEY

Barber Point to Wh

SOUNDINGS IN FEET - SCAL



CAUTION

corrected from the Notice to Mariners (NM) published
Geospatial-Intelligence Agency and the Local Notice to
periodically by each U.S. Coast Guard district to the
left hand corner.

016. Cleared through:
2016), CHS: 1116 (11/25/2016)

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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Note: Chart grid lines are aligned with true north.

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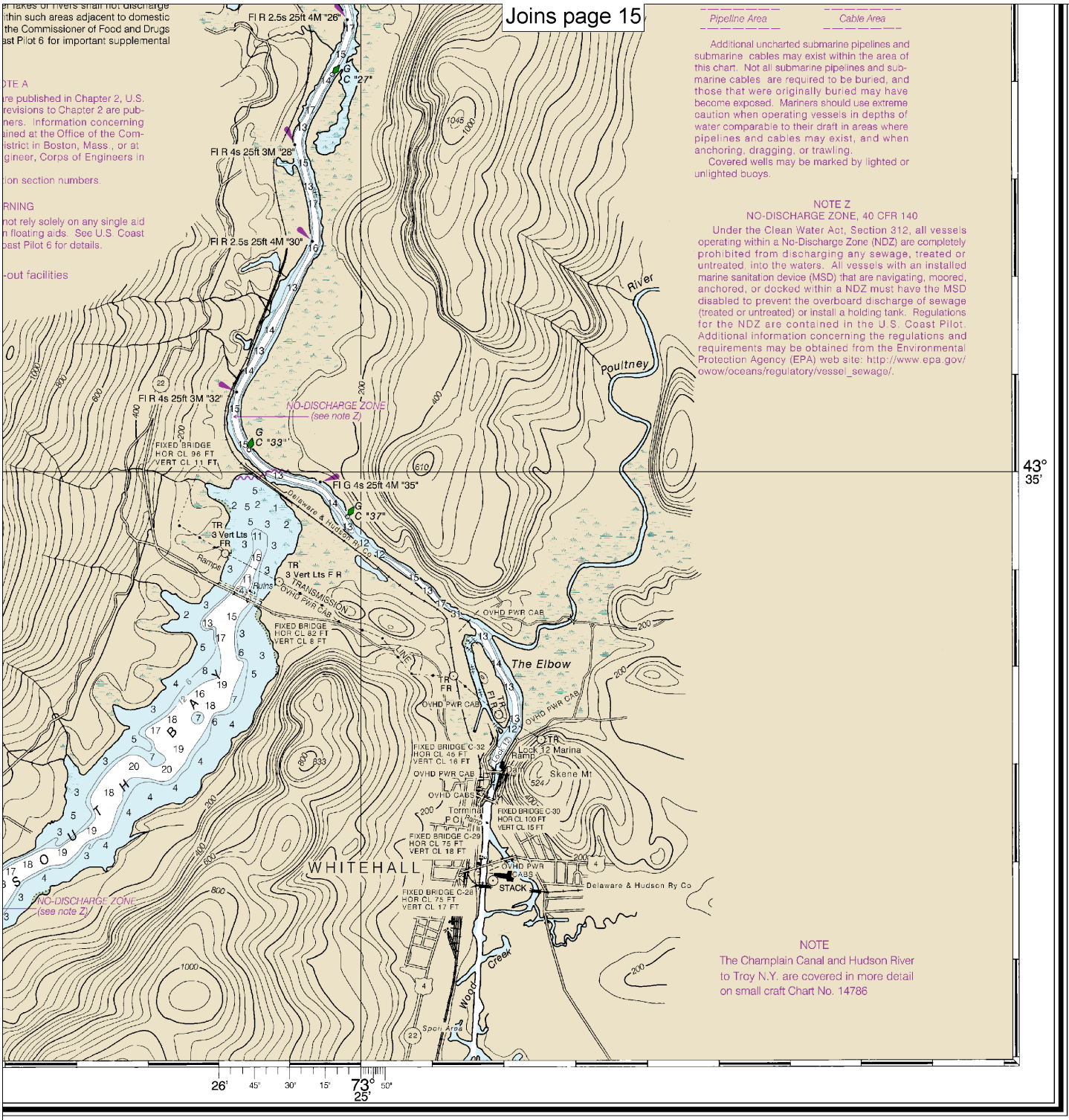
Nautical Miles: 1 ½ 0 1 2 3

Yards: 1000 0 1000 2000 3000 4000 5000

See Note on page 5.



Barber Point to Whitehall

SOUNDINGS IN FEET - SCALE 1:40,000

14784

ED. NO. 20

NSN 7642014010651 NGA REFERENCE NO. 14XHA14784

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

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National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
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